

(ESTABLISHED 1881.)

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS

Shipping—Steamers

HONGKONG, CANTON. MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,351 Tons, "FATSHAN," 2,350 Tons, "KINSHAN," 1,995 Tons.
"HEUNGSHAN," 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the
Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 A.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Santai." These vessels have Superior Cable Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.
On SUNDAY, the 19TH DECEMBER, 1909.

"SUI-AN,"
will depart from the COMPANY'S WING LOK WHARF at 9 A.M.
Departure from Macao at 5 P.M.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 7 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
 HOTEL MANSIONS, (FIRST FLOOR),
 opposite the Blake Plaz.

Hotels.

HONGKONG HOTEL

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909

THE VIENNA CAFE

No. 34, QUEEN'S ROAD CENTRAL,
Telephone No. 924.

BEG to notify the Public that A MODERN AND UP-TO-DATE BAKERY AND CAFE under exclusively European management has been opened at the above entirely rebuilt and modernized premises.
The latest sanitary improvements employed.

The long experience of both Gentlemen in up-to-date establishments on the Continent, together with the fact that our goods are produced in the Galena mill, will be a sure

Hongkong, 20th September, 1909. [6]

ASTOR HOUSE
(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire

the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

L. GAMEAU, **N. BEUMENTHAL,**
Proprietor. Manager.
Telephone 170. Telegrams "Astor." (2)

10-10-68

HONGKONG HOTEL

THE VIENNA CAFE
COMPANY, LIMITED,
 No. 34, QUEEN'S ROAD CENTRAL,
Telephone No. 929.

BEG to notify the Public that **A MODERN AND UP-TO-DATE BAKERY AND CAFE** under exclusively European management has been opened at the above entirely rebuilt and modernized premises.
The latest sanitary improvements employed.

Strictest cleanliness all over the place.
Use only first class flour and other material.
The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI, of
THE BAKERY AND CONFECTIONERY DEPARTMENT.

The long experience of both Gentlemen in up-to-date establishments on the Continent, the best guarantee that only the best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited.

Hongkong, 20th September, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms; Excellent Cuisine and Service. French and ENGLISH CHIEF and WAITERS.

the supervision of an experienced FRANCH CHIEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

L. GAMEAU,		N. REUMENTHAL,	
Proprietor.		Manager.	

[illegible]

Mails.

NORDDEUTSCHER LLOYD.

BREITEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, "PRINZ LUDWIG"..... WEDNESDAY, 15th December, Noon.
 UBRALTA, SOUTHAMPTON, F. v. Bender.....
 ANTWERP and BREMEN.....

SHANGHAI, TSINGTAU, NAGASAKI, "BULOW"..... WEDNESDAY, 15th December.
 SAKI, KOBÉ and YOKOHAMA..... Capt. F. Prosch.....

MANILA, YAP, NEWGUINEA, "PRINZ SIGISMUND"..... FRIDAY, 31st Dec., Daylight.
 SAMARAI, BRISBANE, SYDNEY, Cap. D. Lent.....
 NMY & MELBOURNE.....

KLUAT and SANDAKAN..... "BOKERO"..... Middle of December.
 Capt. F. Sembill.....

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th December, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBÉ, YOKOHAMA, OCKANIEW..... Sellier..... 20th Dec., P.M.
 MARSEILLES, VIA PORTS..... TONKIN..... Charbonnel..... 21st Dec., at 1 P.M.

SHANGHAI, KOBÉ, YOKOHAMA, NERA..... Martin..... 3rd Jan., P.M.
 MARSEILLES, VIA PORTS..... POLYNESIE..... Broc..... 4th Jan., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
 Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 13th December, 1900.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"

DEPARTURE:
 From HONGKONG the Co.'s Wharf near Wing Lok Street Every Night at 10 excepting Saturdays.
 From CANTON (French Concession, Shameen) Every Evening at 5.15 excepting Sundays.

FARES—1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier
 CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

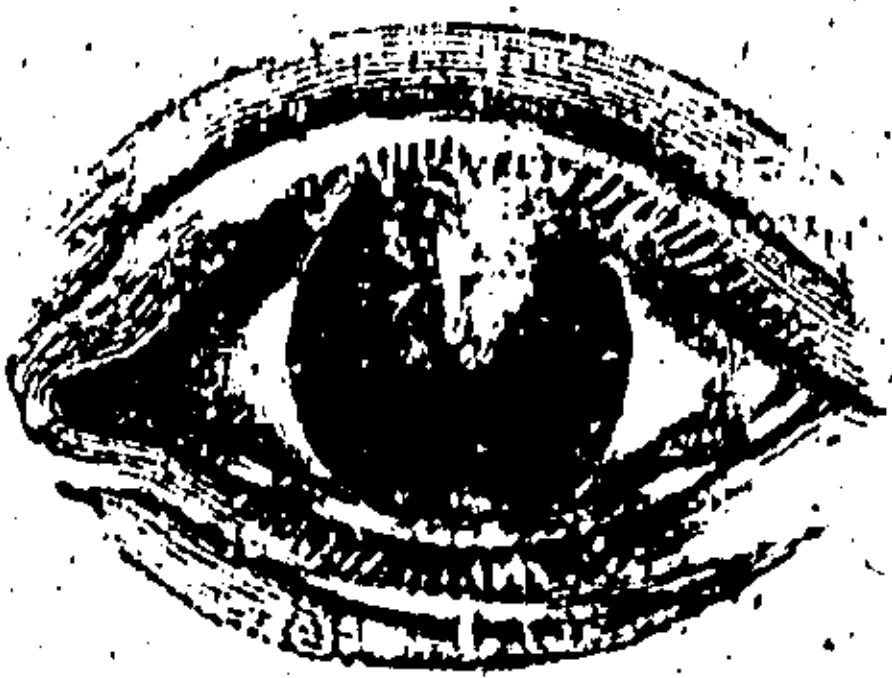
P. A. LAPICQUE & Co., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.80) can always be engaged at Canton. By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shameen at about 3 p.m.

Hongkong, 19th November, 1900.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

John Street, Bedford Row, W.

19, Queen's Street,

56, North Road

Singapore, 20th March 1901.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.
 Width of Entrance ... 80 .. Width of Entrance ... 50 .. Width of Entrance ... 63 ..
 Water on Blocks 28 .. Water on Blocks ... 26 .. Water on Blocks 21.5 ..

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 878, 606, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lisbena, Bootta,

A. I. and Watkins.

Yokohama, April 28th, 1903.

F. BLACKHEAD & Co.,

SHIPCHANDLERS, SAILMAKERS,
 COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
 AND GENERAL COMMISSION AGENTS,
 GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG,
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
 HARTMANN'S RAFFERT'S GENUINE
 COMPOSITION RED HAND
 BRAND, HARTMANN'S GREY PAINT
 DAIMLER'S PATENT MOTOR
 LAUNCHES,
 &c., &c., &c.

Sole Agents for
 FERGUSON'S SPECIAL CREAM
 and
 P. & O. SPECIAL LIQUOR SOOTHY
 WHISKY, &c.

EVERY KIND OF
 SHIP'S STORES AND REQUISITES
 ALWAYS IN STOCK
 AT
 REASONABLE PRICES

"Hartmann's Red Hand Brand" is the mark of the

REGRET

You will NEVER if you
 VISIT

MOHIDEEN & THAHA,

in
 D'AGUILAR STREET,
 the
 NEW JEWELLERS
 AND DEALERS

in
 CEYLON PRECIOUS
 STONES

of every description, and
 other GEMS.

Hongkong, 31st August, 1900.

LEE YEE
 HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
 CIGARS, CIGARETTES

AND
 TOILET REQUISITES
 FOR SALE.

12, D'AGUILAR STREET,
 HONGKONG.

Hongkong, 31st September, 1900.

OSMAN & CASUM,

1 & 8, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed
 HATS, RIBBONS, FLOWERS
 & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
 HOUSEHOLD LINENS.

Samples on application.
 Coast Port Orders carefully
 executed.

Hongkong, 6th September 1900.

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

TYPEWRITERS, BICYCLES
 and MOTORS.

DRAGON CYCLE DEPOT,
 31 and 33, Des Vaux Road.

Hongkong, 31st September, 1900.

THE "GENTLE SEX"

A BRUTALLY FRANK BOOK ABOUT WOMEN.

Most ladies will call Mr. W. H. M. Gallican a "brute" for having written "Modern Woman and How to Manage Her" (T. Warner Laurie, 2s.), which is the very latest essay in ungallant, timorous heroism.

In the very first chapter of this amusing book Araminta will be thunderstruck "to see her secrets so betrayed," and half the married women in Christendom will howl at our author's heels. There is a dreadful page devoted to woman's cruelty. Thus—"nothing can excite that callous and malignant cruelty which second wives often display in their treatment of children by a first wife. There are innumerable records of beating, burning, and mutilating children which might lead us to believe that 'the gentle sex' and 'a mother's love' are mere poetic figures of speech."

RUBBING IT IN.

This is rubbed in with a vengeance:—
 Are women gentle, after all? Yes, they are normally softer, more commiserative, and sympathetic than men; but under stress they are more cruel than our sex. In wars and revolutions women have shown themselves merciless and possessed by a furor of cruelty. It is the women among savage tribes who torture and maim the wounded in battle. And civilized women can commit frightful outrages during revolts and civil wars. . . . And so on, for pages and pages at the end of which we are told that man is the instrument of woman; "he is shaped and used for her ends and in the interest of her species. He imagines that he is the wooer, the captor, and the predominant partner after marriage." But very few men realise the autocracy under which they are doomed to live. "Their lordship is a delusion and a sham dignity. They are only the obedient accomplices of women, acting unconsciously in a conspiracy designed by crafty Dame Nature."

THE PORTRY OF FANTALOONS.

After thus giving himself and his murrain sex away, Mr. Gallican very timorously hints to his brother sufferers how to get their own back. He prefaces his advice by telling heart-rending stories of cruel and callous women under various sad circumstances. One young lover,

In a gush of ardour, confessed to his sweetheart that he always put on his best trousers when he came to see her. The girl burst into hearty laughter. For her there was no pathos in this admission. She saw only the ridiculous where she should have recognised the sublime!

It takes the eye of the artist wedded to the soul of the poet to discover the sublime in trousers, no matter how magnificent their cut. Mr. Gallican draws a fearful moral from this incident:

Women, if you have any respect for purity of heart, do not succumb to the fresh young flower of love that springs from the breast of a poetic young man!

Among Mr. Gallican's hints are the following:
 Give your wife plenty of work to do, and let this be a rule in your policy of management.

Needlework is provocative of "nerves." Encourage your wife to work in a garden; let her dig and hoe and use a lawn-mower. Housework is very good for women. I know ladies who have found themselves in much better health after dismissing one or all of their servants and undertaking the work of the home.

If a woman will not work, encourage her to play. Let her join hockey and tennis clubs; teach her to scull, fence, box—
 Insist firmly upon the cold or tepid bath daily, and see that she takes brisk exercises out of doors in all weathers. Many women are like pampered cats; they love to lie over-warm, and they are fastidious in their diet.

REVIVED MATRIARCHATE.

Mr. Gallican is evidently a keen disciple of Mr. Charles Pond's hero in that bright monologue, "When I lays dahn my tools I lays 'em dahn":

When my old woman was a chippin' the top off my egg this mornin'. . . . Finally, Mr. Gallican writes (and one can see his nib in a pilsy at the very idea of it): The ascendancy of woman may be the new state into which we are passing. A revived Matriarchate has terrors for some men, but (hopefully) I know many thoughtful men who anticipate the change, and experience no fear.

Unhappy author! He seems to have an axe to grind, somehow. His recipes, set forth in feverish trembling, are anything but convincing.

—Morning Leader.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGS (TASTELESS) FORM.

SELF CURE NO FICTION!
 MARVEL UPON MARVEL!

NO SUFFERER
 NEED NOW DESPAIR,

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW FRENCH REMEDY

THERAPION

a complete revolution has been wrought in the department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—The Sovereign Remedy for dyspepsia, superfluous secretions, the state of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—The Sovereign Remedy for primary and secondary skin eruptions, scurvy, and swelling of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—The Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, irritability, and incapacity for business or pleasure, loss of appetite, indigestion, pain in the back and head, and all disorders resulting from dissipation, early excesses, &c., which the faculty so persistently ignores, because so important to cure or even relieve.

THERAPION is a most reliable and principal element of the Le Clerc Medicine Co., Liverpool, London, and elsewhere. Price in England 2/6. In ordering, state which of the three remedies required, and see that word "THERAPION" appears on each wrapper. Supply asked to every genuine package.

Sold by all Chemists.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha. True for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here;—

- Signal No. 1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
- Signal No. 2. A CONE point upwards and a BALL below. Indicates a Typhoon to the North-East of the Colony.
- Signal No. 3. A DRUM. Indicates a Typhoon to the East of the Colony.
- Signal No. 4. A CONE point downwards and a DRUM below. Indicates a Typhoon to the South-East of the Colony.
- Signal No. 5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
- Signal No. 6. A CONE point downwards and a BALL below. Indicates a Typhoon to the South-West of the Colony.
- Signal No. 7. A BALL. Indicates a Typhoon to the West of the Colony.
- Signal No. 8. A CONE point upwards and a BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicates that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.
 Waglan. San Ki Wan.
 Stanley. Sai Kung.
 Cape Collinson. Sha Tau Kok.

Tai Po.
 This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Harbour Office.

Y. C. FINE,
 10th July, 1900.

Intimation.

Intimations

To Let

BRAZILIAN RUBBER OFFER.

Notice of Firm.

Consignees.

Powell's

Xmas

Bazaar

NOW

OPEN.

POWELL'S

ALEXANDRA

BUILDINGS.

and

28, Queen's Road.

Hongkong, 6th December, 1900.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine\$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,
Sole Agent,
Hongkong, 30th April, 1900.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. ...Every 10 minutes
10.00 a.m. to 11.00 a.m. ...Every 15 minutes
11.00 a.m. to 12.45 p.m. ...Every 15 minutes
12.45 p.m. to 1.15 p.m. ...Every 15 minutes
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 15 minutes
2.15 p.m. to 3.00 p.m. ...Every 15 minutes
3.00 p.m. to 5.00 p.m. ...Every 15 minutes
5.00 p.m. to 8.00 p.m. ...Every 15 minutes

NIGHT CARS.
8.45 p.m. and 9 p.m. ...Every 15 minutes
every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ...Every 15 minutes
9.00 a.m. to 10.00 a.m. ...Every 15 minutes
10.00 a.m. to 11.00 a.m. ...Every 15 minutes
11.00 a.m. to 12.00 p.m. ...Every 15 minutes
12.00 p.m. to 1.00 p.m. ...Every 15 minutes
1.00 p.m. to 5.00 p.m. ...Every 15 minutes
5.00 p.m. to 7.00 p.m. ...Every 15 minutes
7.00 p.m. to 8.00 p.m. ...Every 15 minutes

NIGHT CARS on Week Days
SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m., and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1900.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask
ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag
ex Factory.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 15th August, 1900.

YUEN HING,
No. 4, D'ARQUIER STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL
DEALERS

In all kinds of hand-made
DRAWN and EMBROIDERED CHINESE
LINE GRASS CLOTH, PEWTER
WARE, &c.,
all of the best quality.

Hongkong, 1th August, 1900.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 39, DES VEAUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Coy,
Messrs. A. S. Watson & Co., Firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co
25th May, 1891.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 4th August, 1900.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, GAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuff
links renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the

Hongkong, 6th December, 1900.

OFFICES and ROOMS on the 2nd
Floor of No. 14, Des Vaux Road
Central (formerly occupied by Messrs. Shewan,
Tomes & Co.).

Apply to—
THE COMPRADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 11th September, 1900.

TO LET.

In No. 6, DES VEAUX ROAD CENTRAL,
One Godown.

In No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 34,
WYNDHAM STREET.

Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 18th November, 1900.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 22nd October, 1900.

TO LET.

NOS. 20 and 21, PRAYA, KENNEDY
TOWN, two extensive two-storied
semi-detached godowns, ground surface of
cement concrete.

All are in first class condition, suitable for
storing Rice, Flour, &c.

Rents moderate.

Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 8th November, 1900.

TO LET FURNISHED.

"TANTALLON," 126A, Barker Road.
Rent \$225.00 per month. Seen by
appointment only.

Apply to—
GODDARD & DOUGLAS.
Hongkong, 8th December, 1900.

TO LET.

KING'S BUILDINGS, OFFICES facing
the Harbour from about October, at
present in occupation of Messrs. Jardine,
Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 3rd June, 1900.

TO LET.

NO. 3, MORRISON HILL. Immediate
entry.

Apply to—
Messrs. JARDINE, MATHESON
& CO., LTD.
Hongkong, 9th December, 1900.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD,
3rd Floor.

No. 5, CLIFTON GARDENS, CONDUIT
ROAD.

A HOUSE in WONG-WEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE
BUILDINGS, and No. 16A, DES VEAUX
ROAD next to the Hongkong Hotel.

FLATS in MORITON TERRACE.

No. 10, DES VEAUX ROAD CENTRAL,
1st Floor.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th November, 1900.

TO LET.

GODOWN No. 5A, DUBDELL STREET.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st June, 1900.

Benger's Food is
mixed with fresh
new milk when
used, is dainty
and delicious,
highly nutritive,
and most easily
digested. Infants
thrive on it, and
delicate or aged
persons enjoy it.

Benger's Food is sold in tin, by all
Chemists, etc., everywhere.

BENGER'S
FOOD

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It is, of course, the fashion nowadays to pass
over the claims of Brazil in organising capital
for rubber production. Capital is all being
directed to new plantations in new countries;
the home of wild rubber is ignored. The op-
portunities it offers, however, are suggested in
the following contribution from one who is a
practical expert, who has spent his life in the
rubber regions of Brazil, being conversant with
every step in the process of rubber production:

With all the money, he writes, that is ap-
parently available for rubber plantation com-
panies—many with the seeds only just planted
and little hope of a return during the next
seven or eight years—surprisingly few of the
British speculative public have even taken the
trouble to inquire into the possibilities of the
principal producing centre, the Amazon regions,
the home of first-grade rubber.

Although it is clear that even in the Amazon
country there are thousands of miles of rivers
where it would be rather speculative to plant
rubber, still on the rivers in and around the
present producing areas sufficient country exists
to plant and transport millions of trees with-
out planting any area more thickly than expert
planters consider safe. On these rivers all that
is required is a little clearing and thinning out
where young plants are too thick. This could
be done by the ordinary gatherers, who in most
cases gather for only five or six months in the
year, and it would cost practically nothing, as
the labourer has otherwise to remain idle dur-
ing the rest of the year.

Working capital is what the country requires
most, and the few English companies that have
made a try at rubber have been as hard up for
ready money as the original owners, and, of
course, being foreigners, got worse terms from
merchants and exporters. This is only natural,
seeing that it is to the interest of these mer-
chants that existing conditions should continue,
for on top of the very high price of goods re-
quired by every grower they get from 1½ to 2½
per cent. a month interest, and usually have the
handling of the season's rubber output, which
affords them an opportunity for many charges
in cutting, packing, casing, and classifying the
rubber.

In view of the amount of British money in-
vested all over Brazil, in the Para harbour
works now being built, the Manaus harbour,
street improvements, electric and gas light-
ing, tramways, sewerage and markets, and in
the Government loans, the British in-
vestor might well consider how his security
is affected by the rubber industry. Any-
one conversant with the affairs of the
northern states and Acre territory must
be aware that rubber is almost the only
source of revenue they have. There may
be other potential resources, but as yet
they are undeveloped. If the people who take
so much for granted were only to go further
into things they would find that opportunities
exist in that country to obtain a return of 12
per cent. with good security more easily than
would be possible in any other country at the
present day to secure 6 per cent. It is, how-
ever, useless to go without working capital; all
that can be done without capital has been
fairly well done by the native. Nor is a small
company suited for the place at all, for a com-
petent, well paid staff is necessary. An enor-
mous area of country could be opened up with-
out the expense of making railroads, owing to
the great river system of the Amazon and its
tributaries flowing through fertile country.

The labour problem is hardly as serious as
it may appear, for any kind of coloured labour
could be introduced, both State and Federal
Governments giving every assistance to com-
panies recruiting bands. The high wages of
which we hear so much are brought about by
the hiring men making a big profit on selling
goods to labourers and by that means getting
a share of the value of their produce which
would otherwise go into the hands of mer-
chants, middlemen, or exporters. When rub-
ber was 4s a pound the labourer produced just
as many kilos of rubber in the season as he
does to-day. He also got as much food and
clothes, and at the end of the season he was
as little as he will this season with the price
over 8s a pound.

Except as regards export duty, the cost of
producing rubber in Brazil should be no more
with the present price than in 1900. Allowing
the gatherers to be supplied with food shipped
from the country with a fair profit added but
supplied direct from company to labourer, the
cost in cases at Manaus ready for shipment
to Europe would be about 1s. 3d a pound, ex-
cluding export duty, even if nothing but the
present system of supplying goods to labourers
were altered. Any company with business
capacity and capital that thoroughly organised
an estate of sufficient size could within three
years defy competition from anywhere in the
world, and could easily land rubber in Para or
Manaus at less than 1s. a pound, and although
the duty would have to be added the Brazilian
Government would never allow this to rule the
industry.

I have no less, concludes this expert corre-
spondent, of the price of rubber going down
much for many years to come. Of course, it
is to be hoped it will not stay at the present
exorbitant price long; if it does, more harm
will be caused than can be imagined by any
outsider. There is plenty of room for Cay-
lon and the 25,000 tons she expects to put on
the markets in six or seven years—although
I think it will be much longer—and I do not
see where the increase will come from as far as
Brazil is concerned, until planting is systemat-
ically adopted on a large scale. The present
high prices will, of course, send men into scat-
tered and outlying places, but I think that
every field capable of producing first class rub-
ber at less than 6s. a pound is known, as well
as the approximate output that can be placed
on the market in any ordinary season—The
World quoted by *Grassie's Rubber News*, K. L.

MR. P. THOMAS having been appointed
AGENT for the MESSAGERIES
MARITIMES and the CHARGEURS
REUNIS at Hongkong, takes charge of the
above Companies' Agency from this date.
Hongkong, 11th December, 1900.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
WEDNESDAY,
the 15th December, 1900, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
SUNDRY VALUABLE
HOUSEHOLD FURNITURE,
Comprising—
SILK TAPESTRY-COVERED DRAW-
ING ROOM SUITE, TEAKWOOD OVER-
MANTELS with BEVELLED GLASS,
BOOKCASES, TEAKWOOD SIDE-
BOARDS and DINNERS WAGGONS, with
BEVELLED GLASS, WARDROBES with
BEVELLED GLASS, MARBLE-TOP
DRESSING TABLE and WASHSTAND
with BEVELLED GLASS, HATSTAND,
Dress and Single BRASS-MOUNTED
BEDSTRADES with WIRE and RATTAN
MATTRESSES, CARPETS, GLASS, CROC-
KERY and E.P. WARE, CANTON CARVED
BLACKWOOD WARE, BRASS and
IRON FENDERS, COOKING STOVE and
UTENSILS;

ALSO
One COTTAGE PIANO.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th December, 1900.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to
be held on MONDAY, the 20th day of Decem-
ber, 1900, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
at corner of Shin Hing Street and Hollywood
Road, in the Colony of Hongkong, for a term
of 75 years, with the option of renewal at a
CROWN RENT to be fixed by the Surveyor
of His Majesty the King, for one further term
of 75 years.

PARTICULARS OF THE LOT.

Boundary Measurements (Approximate)	Contents in Square Feet	Annual Rent	Unset Price
ft. in. ft. in. ft. in. ft. in.			
100 0 0 0	100 000	100 00	100 00

Hongkong, 11th December, 1900.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1842.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909. (25)

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Street, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$36 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Singles Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 13, 1909.

WHEN DIVORCE IS IMPOSSIBLE.

Recent London papers have announced the formation of a Commission to inquire into the question of divorce for the common people. At present the cost of a successful divorce suit is so prohibitive that the poor man or woman in England has no remedy for an action which would be lightly entered into as a diversion and a sporting event, by the rich and which would be for the benefit of the parties concerned. Nobody can deny that two people who have discovered that their views of life and their temperaments are wholly incompatible should be allowed to loosen the shackles of matrimony, so long as the procedure ensured the maintenance of high moral principles in the state. In England, the idea has long been growing that the price of the divorce court should be reduced in order to give the poorest class of plaintiffs an opportunity of having their wrongs righted, before greater harm is done to the family life by the illegal or mutual dissolution of the marriage bond on the part of one of the parties to the case, leaving the other with no redress, no chance

of entering into such relations with another party as would befit the re-formation of a home. This new Commission is pledged to frame a scheme whereby such an illogical condition of affairs should be remedied and the boon of the rich extended to the poor. But if this Commission is to do its work properly and thoroughly it must turn its attention to the Crown Colonies and extend the privilege of establishing local divorce courts to them also. In the course of a case which was mentioned in the Supreme Court of this Colony some time ago, it leaked out that the cost of severing a tangled marriage tie ran away with \$25,000 or \$30,000 and the proceedings in that instance were exceedingly simple. What it would have been had the questions of fact been complicated it is impossible to say. But surely it is absurd that if two parties—being mutually antipathetic to such an extent that one knowingly wrongs the other—if the parties having arrived at that stage when divorce is the only cure for what is obviously a life's blunder and consequently desire to obtain a decree of divorce are prevented from doing so because of their poverty there is something decidedly wrong with the law. As it is, if a party resident in Hongkong wished to obtain a divorce he or she would have either to be a taipan well on the way to being a millionaire or simply abscond from the Colony and leave the other individual to make the best of a bad job. That is not as it should be by any means and if the Commission fails to recognise the disabilities under which Hongkong rests in this respect it will have failed in part of its most important duty. In America the reform of the question of divorce was investigated by a commission appointed by President Roosevelt and as the result of that inquiry it was reported among other interesting facts, that there were in 1900 more than twice as many marital separations in the United States than in any other country in the world. In attempting to define the relation of divorce to social morality the *Boston Transcript* finds itself upon very delicate ground and dealing with an extremely difficult problem. To the ecclesiastical critic the bare fact of legal divorce is conclusive evidence of immorality. And, in his mind, the morals of society can only be preserved by its entire abolition. This is a short and easy method, but it resembles Dr. Laagri-do's simple remedy for all forms of disease which, having the merits of simplicity and consistency, had also the conspicuous defect of not curing the patient! Divorce may be the symptom of a serious moral disease, revealing the presence of selfishness and the absence of healthy self-restraint in the body politic. But it may mean and often does mean qualities of an entirely different type. It frequently offers escape from an enforced bondage fatal alike to happiness and self-respect. Bernard Shaw says: "Marriage as modified by the divorce laws in South Dakota would be called mere promiscuity in Clapham. Yet the Americans, far from taking a profligate and cynical view of marriage, do homage to its ideals with a seriousness that seems old-fashioned in Clapham." And Clapham is the synonym of extreme conservatism. The great Irish satirist is entirely justified. Paradoxical as it may seem, the very communities in which divorce has popular approval often have a higher sense of the sanctity of the marriage relation than is found among peoples who will not tolerate divorce, but look with complacency upon serious irregularities. Beyond question a rational divorce system in America has come to stay, and many people are asking the pertinent question: Will it advance the interest of the public welfare so to amend the Federal Constitution as to permit the creation of a national law of divorce? Once recognize that a South Dakota divorce, with all its legal consequences, is valid in every State in the Union, and there will be no need of a constitutional amendment. People who are clamouring for a uniform divorce law fail to see the inestimable value of the dual system of government. All legislation is still in the experimental stage and should, therefore, be flexible, and easily adjustable to changing social conditions. And to have fifty closely related but independent governments profiting by each other's successes and avoiding each other's mistakes, is an advantage shared by no other political system in the world. That may be the Boston idea but it is not the opinion held by the world. However, we are not interested to argue the point as to the advantages of "divorce while you wait" the principle in force in certain American States, but we will say that better a diversified divorce law throughout the Empire than no law at all, or what amounts to the same thing—a law which is so costly to put into operation that only the wealthy can afford to invoke its aid.

A MOST extraordinary catastrophe occurred, at Teluk Anson, on last Saturday afternoon, remarks the *Times of Malaya*. A Malay fisherman was sitting in his dug-out selling fish to a Chinaman, when suddenly a croc sprang up from behind, seized him, and dragged him into the water. As the croc plunged back again his tail struck the Chinaman's leg, inflicting a wound 3½ inches deep. The latter is now in hospital, but the unfortunate fisherman has not been heard of since. The effort has caused a great sensation in the town.

LOCAL AND GENERAL.

A SEVERE shock of earthquake was experienced in Tokio on November 30.

THE English mail of the 13th November was delivered in London on the 11th inst.

A FIRE at Kochi, Shikoku, Japan, on November 30, resulted in the destruction of over 300 houses.

AT Fukuoka, Japan, recently, owing to a shaft-rope snapping, nine men were hurled down an 840 foot shaft.

THE U.S.S. *Pennsylvania* (armoured cruiser) and *Virginia* (cruiser) arrived in port yesterday morning from Manila.

SINCE January last thirteen collisions occurred on Japanese railroads, an average of over ten persons being killed in each.

OUR report of yesterday's trip to Macao of the *Sze Yap* Steamship Company's s.s. *On Lee* is unavoidably held over until to-morrow.

CAPTAIN F. H. R. Hill, D.S.O., Royal Fusiliers, has been appointed Chief Ordnance Officer in North China, with headquarters at Tientsin.

A JAPANESE was this morning fined \$5 for tearing the dress of a compatriot, and was further ordered to pay for the damaged article.

HIS Excellency the Governor will preside at the annual distribution of prizes at St. Joseph's College, on Wednesday, 2nd inst., at 4.30 p.m.

LLOYD'S has abandoned all hope of the discovery of the missing Blue Anchor liner *Watabi*, which left Durban for Capetown on July 26 with 220 persons on board, including 100 passengers. The vessel is now untraceable.

Two very smart captures of counterfeit coin manufacturers were effected last evening by the local Detective Department. The first raid was executed at No. 1, Ng Fuk Lane, where the party of detectives seized 131 Hongkong counterfeit dollars and 236 French piastres and arrested eight men and a woman. The scene of the second raid was No. 40, First Street, in the same district, as the house where the first surprise visit was paid. Here the detectives discovered 27 Chinese 20-cent pieces, 44 Hongkong 10-cent pieces and 31 Hongkong 5-cent pieces, and arrested three men and a woman. Great credit is due to Chief Detective-Inspector Hanson, Detective-Sergeant Appleton and their posse of Chinese detectives for their smart performance.

THE advantages of travelling by the vessels of the Navigazione Generale Italiana are highly extolled in a pamphlet which we have received from Messrs Carlowitz and Co., the local representatives of the line. We have not worked out what the cost of travelling from Hongkong to Genoa or Brindisi by the N. G. I. amounts to as compared with the fares charged by the N. D. L. or P. & O. boats but we feel sure that they are all nearly on a par. The brochure will be read by the intending traveller with interest, especially as it is adorned with a multitude of pictures. We read: "The steamers *Copri* and *Ischia*, of large carrying capacity, are now plying on the Bombay-Singapore-Hongkong line; they have one class of accommodation only; cabins are large, comfortable and lighted by electricity. The dining room is on the main deck. They call optionally at Colombo and Penang."

SPECIAL JURORS EXEMPTED.

AT THE SUPREME COURT THIS MORNING.

At the Supreme Court this morning, when a certain Chinese gentleman's name was called in connection with an action for libel, Counsel for the plaintiffs informed the Court that the particular juror was intimately connected with one of the partners in the defendant company and for that reason was not entitled to sit in that case.

Sir Henry (for the defendants)—I had never heard of it before.

His Lordship said it would be better if after what had been said the juror should not serve.

Another gentleman who was called asked to be excused owing to pressure of business.

His Lordship—Are you the only one in your office?—At present.

His Lordship—You are excused.

ROBBER RETURNS.

The following robber crops are notified for the month of November:—Caldonia, 19,000 lbs; Tall Ayer, 10,100 lbs; Selaba, 3,000 lbs; Rubana, 10,000 lbs; Gedong, 2,550 lbs; Nova Scotia, 4,000 lbs; Anglo-Malays, 45,565 lbs; Patallang, 14,414 lbs; London Asiatic, 9,576 lbs; Highlands and Lowlands, 31,580 lbs, making 255,910 lbs, for the first eleven months of this year, and Inch Kenneth, 11,840 lbs, against 1,836 lbs, making 50,411 lbs for the six months against 7,093 lbs.

The manager of the Balgownie Rubber Estates, Ltd., reports that the rubber crop harvested during the month of November was 7,491 lbs. In the corresponding month of last year it was 3,734 lbs. The total for the first eight months, April to November was 38,846 lbs. and the total for the corresponding period of 1908 was 25,255 lbs.

The estimated output of dry rubber by the Malacca Rubber Plantations, for the month of November, is 29,000 lbs, compared with 6,100 lbs; for the same month last year.

Messrs. Barlow and Co., agents of the Highlands and Lowlands Para Rubber Co., Ltd., advise us that the yield of the Estates for November was 31,680 lbs. of rubber.

Details of the returns of the Inch Kenneth Rubber Estates Ltd. are as follows:—Dry rubber for November, 11,840 lbs; for November last year, 1,836 lbs. The dry rubber for the six months from June 1 to November 30 (the first six months of the company's year) is 50,411 lbs compared with 7,093 lbs for the same period last year.—*Strait Times*.

Hongkong Newspaper Sued.

ACTION FOR LIBEL AGAINST THE "SHEUNG PO."

SERIOUS ALLEGATIONS BY THE BASIL MISSION.

Before the Acting Chief Justice and a special jury, in the Supreme Court this morning, the President in Hongkong of the Basil Evangelical Missionary Society brought an action for libel against the Hongkong "Sheung Po" Company Limited, of 13, Connaught Road Central, and Huog Wo, editor, printer and publisher of the *Sheung Po*. The action arose out of the publication of an article in the *Sheung Po* on the 24th December last which alleged that the plaintiffs caused an illegal operation to be performed upon a pregnant woman, for which plaintiffs claimed damages in the sum of \$10,000.

Mr. M. W. Slade, instructed by Mr. F. B. Deacon (of Messrs. Deacon, Looker and Deacon), appeared for the plaintiffs and Sir Henry Berkeley, K.C., instructed by Mr. Otto Koon Sing, was for the defendants.

The following were the jury:—Messrs. M. S. Northcote (foreman), A. Babington, W. A. Dwyer, A. Bryer, A. J. David, H. P. White and A. G. Gordon.

Mr. Slade, in opening the case, stated that the Basil Evangelical Missionary Society carried on Missionary work among the Hakkas. They had seventeen stations in all, among which there was one at Ho Yuen, in the Kwangtung province, where they were last year about to build a hospital. At the time of the publication of the article, the hospital was in process of being built. Everything went on smoothly and the hospital was promised large subscriptions and met the wishes of the neighbours. This happy state of affairs was put a rude stop to by the appearance of the article in question. The defence challenged their translation but that was so far as comparatively few words were concerned and he would prove that their translation was correct. The defendants stated in their pleadings that there was no intention of *malice fieri* about the article but that they merely published the article as an item of news. The story from which the words used in the article were taken was the story of the most execrated of the Emperors who ever sat on the throne of China. The article imputed an abominable crime and it would be understood by everybody as being an abominable crime. The president of the Society was naturally very frightened when he saw the article. He feared that the massacre of Linchow would be re-enacted. It was the same article in its nature as those which were published over and over again with a view to inciting the hatred of the people and driving the masses to revolution. At the time that the operation was performed, the woman's husband was present, as well as the doctor's wife and some Chinese assistants. The usual anaesthetic had been administered but it was found impossible to save the woman's life and shortly afterwards, she died of violent puerperal fever. The husband, who was blind, was allowed to pass his hand over the dead body of his wife in order to convince him that his wife did not die under the knife and in order to guard against the common saying prevalent in China that foreign medical men were in the habit of operating pregnant women with knives for the purpose of making unlawful use of the patient's organs. Subsequently, the defendants tried to minimise the mischief caused by the article in question by the publication of a laudatory article, which, however, although it was as creditable to themselves, proved futile in removing the effect of the article. In conclusion, Counsel told the jury that it was for them to decide what punishment should be imposed on the defendants.

The defendants in their pleadings sought to justify the publication of the article and denied that the words contained the meaning or significance alleged by the plaintiffs.

Witnesses were then called and after the stiff adjournment, the foreman asked what the amount was of the annual subscriptions for the hospital from Chinese at the time of the publication of the article and in the current year.

Mr. Slade replied that with regard to the particular hospital, there was a dead loss of \$4,000.

The cross-examination of the witness was then continued.

The foreman (To Dr. Fortisch)—As a consequence of the publication of the article, was there any riot or indications of a riot?

Sir Henry—It is not suggested.

Mr. Slade (To witness)—Was there a crowd outside the hospital?—No.

The foreman—Did any of your subscribers definitely refuse to pay their subscriptions on account of the article?—Yes.

Were these refusals in writing or verbal?—It is not usual for them to be in writing.

The case was adjourned.

COMPLYING with Consul Konrad von Wier's request we inform the public that news about trade transactions with Christof and Johann Hambach of Rosbach in Bohemia, Austria, and about the whereabouts of these two brothers would be most welcome to the Austro-Hungarian Consulate in Hongkong from such people as may be able to furnish information of said kind.

THE *Cologne Gazette* publishes some statistics regarding the control of Chinese railways. The total length of the lines now actually laid in China amounts to 6,300 miles. Of these 1,900 miles are under the control of the Chinese themselves, whilst of the remaining 4,400 miles 1,077 are controlled by Russia, 903 miles by Belgium, 702 miles by Japan, 684 miles by Germany, 608 miles by England, and 396 miles by France. When the lines now in course of construction are completed the total length of the country's railway system will be about 3,000 miles.

Canton Self-Government Society.

HIGH OFFICIALS DENOUNCED.

MEETING AT CANTON.

[From Our Own Correspondent.]

Canton, 12th December.

On the 19th instant a public meeting was held by the Canton Self-Government Society when there was an exceptionally large number of people present. In order to prevent disturbances the Police authorities sent a deputy to superintend the meeting. Kwok Sin Chow acted as chairman and he was the first to address the gathering. He read out all the letters received in which the President of the Ministry of Foreign Affairs, H.E. Liang Tzu Yen, was severely denounced for his error of judgment in connection with the Manchuria Convention, by which it is alleged China lost her sovereign rights over that territory. He pointed out also how H.E. Liang had prohibited the people from making comments on his unsatisfactory action and denounced him for lack of patriotism. The people listened to the speaker with considerable interest. It was agreed at the meeting to telegraph to the Chinese residing in foreign countries asking them to submit joint telegraphic petitions to the Imperial Government to urge the dismissal of H.E. Liang Tzu Yen from his post. A telegram was accordingly drafted by the meeting and subsequently despatched.

With regard to the closing of the *Mun Hu Yai Po*, a vernacular newspaper at Shanghai by order of the Shanghai Taotai, Tsai Na Huang, for making editorial comments alleged to be unfavourable to the Japanese, the people considered Taotai Tsai to be a flatterer. He gave orders to close a newspaper of his own country to please foreigners. It was the opinion of the meeting to sever their good relationship with Taotai Tsai and not to recognise him in future as a Cantonese, if he fails to make reparation after being requested to do so. Consequently a telegram was drafted and despatched to Taotai Tsai reproaching him for his mistake in closing the paper in question with the object of inducing him to raise the ban.

With regard to the Salt Monopoly of the Kwangtung province, the people were all agreed to protest against its being farmed out to merchants for the enormous annual rental as reported the other day, lest the monopolists should raise the price of the commodity considerably thus adding difficulty to the increased cost of living of the people, especially to the poor classes. It was ultimately agreed to submit this question to the Provincial Assembly for discussion and for decision.

V. R. C. REGATTA.

CONCLUDING EVENTS.

The following are the results of the concluding events of Saturday's regatta rowed after we had gone to press:—

MEN O' WAR GIGS AND WALKERS.—Distance one mile. Entrance fee \$100. Four boats must start for two prizes. First Prize \$1500. Second Prize \$500. Service boats and conditions. Time allowance 8 seconds per oar. Entries to be given to the Judges one hour before the race.

Monmouth whaler 1
Monmouth gig 2

Four boats started in this race; one whaler and one gig. H.M.S. *Monmouth's* gig took the lead till about three lengths to finish. She stopped in error, owing to a gun being fired for the finish of a yacht race. The other boats were gradually picking up, and she was overtaken by the *Monmouth's* whaler, and managed to drift in second.

Time 8m. 27 4/5 secs.

LADIES PRIZE.—Presented by the Ladies of Hongkong. For four oars. Distance one mile. Entrance fee \$100.

Ros 1
Station No. 3—Yellow.

Bow—A. S. Alves 10 13
2—S. Bell 11 4
3—J. Forbes 10 7

Stroke—L. A. Muro 11 1
Box—H. W. Pelley 8 5

Thistle 2
Station No. 2—Blue.

Bow—F. L. da Rosa 10 8
2—A. A. Carvalho 11 6
3—A. V. Barros 10 9

Stroke—A. E. S. Alves 11 4
Cox—C. M. S. Alves 10 10

Leak 0
Station No. 1—Red.

Bow—A. R. Watson 10 0
2—R. Galluzzi 10 8
3—L. E. Lammett 12 8

Stroke—H. Rapp 10 0
Cox—R. F. Lammett 11 0

All started off well. Lammett's crew took a slight lead at the start and kept on increasing it till Kelle Island, where Lammett's slide gave way and his boat could not go any further. The remaining two kept pretty close to each other, until a quarter of a mile to the finish when Muro's and Alves' crew were pulling 32 strokes to the minute.

Time 7m. 48secs.

MEN O' WAR CUTTERS.—Distance one mile. Four boats must start for two prizes. Entrance fee \$100. 1st Prize, \$2500. 2nd Prize, \$1000. Service boats and conditions. Time allowance, 8 seconds per oar. Entries to be given to the Judges one hour before the race.

Monmouth 1
King Alfred 2
Mora 3

INTER-CLUB FOULS.—Prize presented by the Officers of the Garrison. Distance one mile. Entrance fee \$1000. To be rowed in boats of the same class.

Victoria Recreation Club 1
Station No. 1—Blue.

Bow—J. A. S. Alves 10 13
2—S. Bell 11 4
3—J. Forbes 10 7

Stroke—L. A. Muro 11 1
Cox—H. W. Pelley 8 5

Royal Hongkong Yacht Club 2
Station No. 2—Red.

Bow—E. J. Gill 11 3
2—T. H. S. Brayfield 11 9
3—C. T. Elsworth 13 6

Stroke—S. Barker 10 13
Cox—C. A. Caldwell 8 6

At the start the old Club took the lead, and pulled excellently throughout the race. The V. R. C. crew won by several lengths. The winning crew was pulling 38 strokes to the minute and the losing 35.

Time; 8 m. 2 1/2 secs.

LUSITANIAN CUP.—Presented by the Members of the Club Lusitano. For four oars. Distance one mile. Entrance fee \$1000.

Thistle 1
Station No. 2—Blue.

Bow—A. J. V. Ribeiro 10 9
2—H. C. Sayer 9 10
3—A. A. Carvalho 11 6

Stroke—J. Forbes 10 7
Cox—H. W. Pelley 8 5

Ros 2
Station No. 3—Yellow.

Bow—A. M. R. Pereira, Jr. 9 10
2—R. A. Carvalho 9 7
3—F. K. Tsai 10 0

Stroke—A. V. Barros 10 9
Cox—F. X. Brito 7 0

Leak 3
Station No. 1—Red.

Bow—F. H. Hyndman 9 9
2—H. W. Sayer 9 10
3—R. Galluzzi 10 8

Stroke—H. Rapp 10 0
Cox—R. F. Lammett 11 0

The Thistle won this race easily, with half a dozen lengths to spare when reaching the winning post.

Time 8 m. 36 secs.

CHINESE CUP.—Presented by the Chinese community of Hongkong. For four oars. Distance one mile. Entrance fee \$1000.

Thistle 1
Station No. 3—Yellow.

Bow—A. R. Ellis 8 3
2—C. A. C. Rodrigues 10 5
3—F. L. da Rosa 10 8

Stroke—A. H. Carroll 9 10
Cox—W. J. Carroll 9 0

Ros 2
Station No. 2—Blue.

Bow—M. A. R. Souza 8 12
3—A. S. Ellis 10 12
2—J. M. R. Pereira 9 0

Stroke—J. A. S. Alves 10 1
Cox—F. X. Brito 7 0

Leak 3
Station No. 1—Red.

Bow—J. M. Lopes 8 6
2—A. R. Watson 10 0
3—A. J. Mackie 11 6

Stroke—L. E. Lammett 12 8
Cox—C. M. S. Alves 10 10

This race was rowed in the dark, and nothing much could be seen of it by the spectators at the reclamation ground. The Leak got a small lead at the start, but it did not take the Thistle long to catch her up and on passing Kelle Island the latter boat were lengths ahead of the others. At the winning post Thistle was ahead by ten lengths; the Ros came in second.

Time 8 m. 54 secs.

The tide accounted considerably for the difference in the times.

YACHT AND MOTOR BOAT RACES.

Handicap Class.

COURSE.—Lyemun Beacon (Port) Cost Rock (Port) Channel Rocks (Port) and in. 8 Miles. First prize presented by the H. K. Corinthian Yacht Club. Second prize presented.

Diana—Sir Harry May (scratch) 1
Erlon—Mr. A. Denison (1 m. 10 secs.) 2

One Design Class Boats.

COURSE.—Channel Rocks (Port) Kowloon Rock (Port) Mayer's East Buoy (Starboard) and in. 6 Miles.

Royal Hongkong Yacht Club Class:—

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.**HUNAN-HUPEH RAILWAY.****THE LOAN AGREEMENT.***[By courtesy of the "Sheung Po"]*

Peking, 10th December.

On the 8th inst., the British Minister called on H.E. Hsu Shih-chang, president of the Ministry of Posts and Communications, and conferred with him on the subject of the loan for the construction of the Hunan-Hupei Railway.

KALGAN RAILWAY**A DIFFICULT PROJECT.***[By courtesy of the "Sheung Po"]*

Peking, 10th December.

The Ministry of Posts and Communications has memorialized the Throne to the effect that the construction of the Kalgan Railway is a very difficult undertaking. The cost will be enormous.

The Ministry recommends that this line should be built gradually.

YUNNAN-SZECHUAN RAILWAY.**AMERICAN ENGINEERS APPOINTED.***[By courtesy of the "Sheung Po"]*

Peking, 10th December.

Two American Engineers have been engaged for the Yunnan-Szechuan Railway, but they are under the direction of Taotai Jeme Tien-yow, as Engineer-in-Chief.

CHINESE NATIONAL COSTUMES.**RUMOURS IN PEKING.***[By courtesy of the "Sheung Po"]*

Peking, 12th December.

There are persistent rumours in Peking that the Prince Regent has given instructions to the Board of Civil Affairs to consider the expediency of cutting off the queue and the changing of the national costume.

LIANG TUN-IN.**ACCORDED SPECIAL PRIVILEGE.***[By courtesy of the "Sheung Po"]*

Peking, 12th December.

An Imperial edict has been issued granting Liang Tun-in permission to ride on horseback within the Forbidden City.

FOREIGN AFFAIRS COMMISSIONERS.**CANDIDATES WANTED.***[By courtesy of the "Sheung Po"]*

Peking, 12th December.

The Waiwupu has telegraphed to Hupei, Kiangsi, and Kwangtung to be on the look out for able officials for appointment as Foreign Affairs Commissioners.

SHANGHAI TAOTAI.**PROSPECTIVE PROMOTION.***[By courtesy of the "Sheung Po"]*

Peking, 12th December.

Chan Kwei-lung, Viceroy of Chihli, has recommended Tsai Nai-huang, Shanghai Taotai, for appointment to a higher office.

FOREIGN AFFAIRS.**MUZZLING THE PRESS.***[By courtesy of the "Sheung Po"]*

Peking, 12th December.

It is proposed by the Grand Council to prohibit the Press from publishing reports of negotiations with Foreign Powers.

SHUN KAI-NAI.**THE REGENT'S RESPECTS.***[By courtesy of the "Sheung Po"]*

Peking, 12th December.

On the 11th inst., the Prince Regent proceeded to the residence of the late Shun Kai-nai and paid his respects before the tablet of the deceased.

His Imperial Highness was much affected by the poverty of the appointments in the house.

"CANTON FACTORY DAYS."

INTERESTING LECTURE BY MR. H. B. MORSE.

An interesting paper on "Canton Factory Days" was read by Mr. H. B. Morse at the China Society's opening meeting of the season held on Nov. 11 at Canton Hall, Westminster, London.

Mr. F. S. A. Bourne (Judge of the Supreme Court of Shanghai) presided, and, in a few words introducing the lecturer, explained that in the factories about which Mr. Morse was going to speak nothing was made except perhaps money. They were establishments where factors or merchants lived together, generally in one place more or less under their own government. This state of things had existed, not only in Canton, but at one time or other in practically every great commercial city of the world. The speaker also pointed out the fact worth noticing that in the eighteenth century, when Britain was at war constantly with one Power after another, about trade and nothing else, we had a very strong measure of protection in all directions, and we had to assist our trade by protection and monopolies, but as soon as the nineteenth century had fairly begun, and we were quite secure in the saddle and we had practically the command of the trade of the world, all restrictions were taken away, trade was thrown open to everybody, because we thought we were strong enough.

The lecturer opened his paper by explaining that the factory was the establishment—the residence, office, storehouse—of the factor, the agent or "doer" of the home company, and in the early days of the different companies of merchants, adventurers, as they sent their ships prospecting in various directions, the first step was, from point to point, to establish factories to serve as commercial bases for their operations. He went on to relate the history of foreign trade with China, starting with the Portuguese traders in the year 1517, and particularly the long story of the Canton trade, with its endless exactions and regulations, leading to constant disputes between the Chinese and foreigners. Continuing, the lecturer said: The foreign traders, while in Canton, during the winter season, lived in the factories which were the property of the Hong merchants, and, in whole or in part, to the foreigners. Of the factories, thirteen in number, nine were called by the name of foreign nationalities but, except the two East India Companies, the English and Dutch, and the later arriving Americans, the names given did not, in later days, correspond in any way with the nationality of the trading occupants. Each factory consisted of a row of buildings, access being obtained by a longitudinal passage through the ground floor. In general, the ground floors were given up to the treasury, offices for the Chinese staff, servants' quarters, kitchens, warehouses, &c.; the next floor contained counting house, drawing-room and dining-room; and on the upper floor were bedrooms. The space covered by all the factories was limited, being, including gardens and promenades, about 950 ft. in length from east to west along the river, with a depth ranging from 850 to 1,300 ft.; but the accommodation in each factory was spacious, the general depth of a factory being upwards of 400 ft., while the frontage ranged from 40 ft. to over 100 ft. in the case of the East India Company's factory. A merchant's treasury would frequently contain over a million dollars in actual silver coin, and at a dinner on New Year's Day, 1831, a hundred guests sat at table in the spacious dining-room of the English factory. These factories provided palatial accommodation for the foreign visitors, guests of the empire, but they constituted in effect a gilded cage. The only ground for exercise available for the greater number, was a square in front of the six factories in the middle, measuring about 500 ft. by 300 ft. Here alone were they secure from annoyance; they were forbidden to go into the malodorous streets, in which the business of the Chinese was conducted, and they could visit the flower gardens, a mile away across the river, only in small parties three days in the month, and under the personal guidance of an interpreter, who was held responsible, certain with his purse, probably with his body, possibly even with his head, for any riotous or unbecoming conduct on those of his party. In 1833, there were resident in the factories 165 men, including 31 Parsees and 11 Portuguese clerks. In 1836 the number had increased to 307, including 158 English, 44 Americans, 66 Parsees, and 28 Portuguese clerks. In the latter year, of 213 non-Asiatic foreigners 23 are noted with the addition "and family," the families remaining perforce at Macao, as in the factories the foreign firms were the tenants at will of their respective security merchants, and it was he who engaged for them their comrades, shroffs, boys, coolies, cooks, water-carriers, and boatmen; he "secured" him, i.e. guaranteed their master against loss at their hands, was also responsible for them to the government, and of course took a commission on the profits by their employment; it was in effect, master, broker, landlord, purveyor and steward to the firms for which he was security.

DUTIES AND EXACTIONS.
We may summarise the exactions paid by a ship directly as follows: Measurement and gratuities connected therewith, Tls. 3,350; daily fees and others at Whampoa (three months), Tls. 1,050; cigars, wine etc., given daily, and all day, Tls. 200; or a total of Tls. 4,600, equivalent to £1,500, for which nothing was given in return, such as lights or docking facilities and in addition to the unchecked robbery permitted under a monopoly of purveying for the ship.

Excluding opium, raw cotton provided about a half of the value of all general imports, while tea constituted about 60 per cent. in value of all exports. On raw cotton the charges were raised by degrees from a duty according to the Imperial tariff of Tls. 0.150 a picul, to an actual levy in 1837 of Tls. 1,500. On tea the tariff export duty in 1757 was Tls. 0.200 a picul; in the course of eighty years this was gradually raised to Tls. 1.779 and at the latter date the actual

levy was Tls. 6. Even this rate of Tls. 6 a picul was, however, only about 20 to 25 per cent. on the ordinary cost price of the tea at Canton, and probably not over 30 per cent. of the cost ex-warehouse, not including the Government charges levied; and yet this "unauthorised and arbitrary duty greatly exceeding the established tariff" was made the subject of formal complaint, not only by the foreign traders, mainly English, in Canton, but in the mercantile world of the United Kingdom, in which the Government collected an import duty on tea of 90 per cent. of the sales price, which would be about 700 per cent. of the invoice cost at Canton. The traders in the factories were, in fact, not more than half conscious of what their real grievance was. They knew, of course, that they did not have a free market, and that, without it, they were helpless under conditions in which they could be robbed wholesale; but this robbery was disguised by the clever manipulation of a race of traders than whom there has not been in the world a shrewder and a keener. But by the "unauthorised and arbitrary" increment in the visible taxation they were nettled and stung with pismires, and they were never free from the irritation caused by countless and never-ceasing exactions, from which they could get no redress. All these exactions, to the contrary notwithstanding, the foreign traders prospered. China was a thirsty soil for trade, but not yet for goods, be it noted, and the foreigners brought the refreshment for which they yearned.

PERSONAL RELATIONS BETWEEN FOREIGNERS AND CHINESE.
The trade as a whole did not expand down to 1834. Notwithstanding this fact, the foreign traders in the factories were not entirely dissatisfied with their position vis-à-vis the Chinese. The Co-hong system, monopolistic though it was, was one which, on the whole, worked with little friction. The foreign traders enjoyed the practical monopoly assured to them by their distance from the home market and the difficulty of communication, while the East India Company, still holding a monopoly of the trade with England, paid the dividends on their stock in these years solely from the profits of their China trade. The foreigners paid nothing directly in the way of duties or charges, except the levies on shipping and their contributions to the Consue law, and had nothing of the extortion thrust under their eyes; and the discomforts of their life, shut up in rented quarters in the factories, were as nothing to the prospect of accumulating a competency. The Chinese, the Co-hong merchants were bled, one way or another, to the tune of millions, but could recoup themselves many times over; and the officials were quite satisfied with existing conditions. The best commentary on the condition of affairs is found in the personal relations existing between those friendly rivals, the Chinese and foreign merchants. They both had a reputation for commercial honour and integrity such as had not been surpassed in any part of the world or at any time in its history; trading operations were entirely on parole, with never a written contract; and there was much help and sympathy from one to the other. Yet all this came in their mutual relations was paid for by the foreign trade. That the system allowed the foreigner, not only to make a living, but to accumulate a modest fortune, that a member of the Co-hong should, when the occasion arose, cancel the debt of a foreign trader who had fallen into difficulties, say much for the generosity and foresight of the Chinese merchants, but it emphasises the fact that there must have been a wide margin of profit to allow of such liberality; while constant state of debt of the Chinese (not only for money borrowed, but for trading transactions as well, the amount due to foreigners at the end of a year's operations being ordinarily in excess of three million dollars), bears testimony to an equal degree of kindly spirit in the foreigners, and to too difficulties under which the Co-hong merchants constantly laboured. The Co-hong thinking it all it could stand, but for this privilege they paid heavily. Notwithstanding this constant heavy drain, one member of the Co-hong, Howqua, himself stated in 1834 that he valued his estate at twenty-six million dollars. A great fortune for those days, probably the largest mercantile fortune in the world; and this was the surplus after he had, during a life of trade, met the exhausting demands of numerous "blind mouths"—officials who made the law and interpreted the law so made.

SHIPPING AND MAILES**MAILS DUE.**

German (*Budow*) 16th inst.
Indian (*Catherine Apcar*) 17th inst.
Indian (*Katsang*) 22nd inst.

The Bank Line s.s. *Aymeric* arrived at Manila on 11th inst.

The s.s. *Eastern* sailed from Manila on 11th inst., and is due here to-day.

The Barber Line s.s. *Safet Patrick* left New York on 11th inst., for Far East.

The P. M. S. S. Co.'s s.s. *China* is expected to arrive at this port on 14th inst., at noon.

The Cargo of Silk s.s. *Tourane*, which left this port on 9th ult., was delivered in Lyons on 11th inst.

The Imperial German Mail s.s. *Bormio* left Sandakan on 9th inst., p.m., and may be expected here on 15th inst.

The C. P. R. Co.'s s.s. *Empress of India* left Yokohama on 12th inst., at 3 p.m., for Victoria and Vancouver, B.C.

The N. Y. K. s.s. *Bingo Maru*, Bombay Line, left Shanghai for this port on 11th inst., and is expected here on 14th inst.

The Imperial German Mail s.s. *Prinz Ludwig* left Shanghai on 11th inst., at 6 p.m., and may be expected here on 14th inst., at 7 a.m.

The N. Y. K. s.s. *Hirano Maru*, European Line, left Kobe for this port via Moji and Shanghai on 11th inst., and is expected here on 14th inst.

The N. Y. K. s.s. *Kumano Maru*, Australian Line, left Yokohama for this port via Kobe, Moji and Nagasaki on 11th inst., and is expected here on 14th inst.

To-day's Advertisements.**PUBLIC AUCTION.**

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

FRIDAY,

the 17th December, 1900, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue).

TERMS:—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 13th December, 1900. [837]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY,

the 18th December, 1900, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

A Varied Assortment of X'MAS TOYS;

ALSO

A Few Lots of LACE CURTAINS and JEWELLERY.

(Particulars from Catalogue).

On view on Friday p.m.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 13th December, 1900. [838]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the basins and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 13th December, 1900. [835]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 15th inst., will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 13th December, 1900. [836]

Events Coming.

Monday, 13th December.

Kowloon Institute Concert, 8.30 p.m.

Tuesday, 14th December.

Hughes and Hough, Miscellaneous Goods sale, 11.00 a.m.

Geo. P. Lamport, Furniture sale, 2.30 p.m.

Organ Recital, in St. Peter's Church, 5.30 p.m.

Wednesday, 15th December.

South China Morning Post, Ltd., Annual Meeting, in the Offices of Dr. Noble, Bank Building, Noon.

Hughes and Hough, Furniture sale, 2.30 p.m.

Friday, 17th December.

Geo. P. Lamport, Chinese Curios sale, 2.30 p.m.

Saturday, 18th December.

A. A. A. Sports Meeting, Kowloon Track.

Geo. P. Lamport, Chinese Curios sale, 2.30 p.m.

Sunday, 19th December.

Catholic Union Bazaar, from 4 p.m. to 8 p.m.

Monday, 20th December.

Hughes and Hough, High Class English Jewellery sale, 11 a.m.

Wednesday 22nd December.

St. Joseph's English College, distribution of prizes, by His Excellency the Governor, 4.30 p.m.

Friday, 24th December.

Boxing at City Hall.

Saturday, 25th December.

Public Holiday.

Tuesday, 28th December.

Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, 10 a.m.

Wednesday, 29th December.

Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, 10 a.m.

Return of visitors to the City Hall Library and Museum for the week ending the 12th December, 1900:—

Library: Museum.

Non-Chinese..... 476 339

Chinese..... 265 311

Total..... 741 650

To-day's Advertisements.**PABST EXTRACT.**

THE best TONIC for keeping in perfect health in the Tropics. It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,

Agents.

Hongkong, 13th December, 1900. [834]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, Ceylon, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this port BOMBAY, &c., on SATURDAY, the 15th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Morice*, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Ten for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Delhi*, due in London on 19th February, 1901.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, 13th December, 1900. [833]

NIKKO & CO.,

No. 11, D'Aguilar Street and No. 5, Arsenal Street.

JAPANESE FINE ART CURIOS.

A SPLENDID OPPORTUNITY! BARGAIN! BARGAIN!

12 DAYS ONLY.

FROM DEC. 13TH TO DEC. 24TH.

NEW GOODS SUITABLE FOR CHRISTMAS PRESENTS.

Hongkong, 13th December, 1900. [832]

"Worth having"

THE BEST "SCOTCH"

Perfection WHISKY

SOLE AGENTS—**H. PRICE & CO., LD.** PROPRIETORS.
D. & J. M. CALLUM, EDINBURGH.

As there are other Brands of Perfection Whisky on the market, please see that you get **MCCALLUM'S PERFECTION WHISKY.**

H. PRICE & CO., LD.

WINE MERCHANTS,

15, Queen's Road.

Hongkong, 13th December, 1900.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.	"CHARTER" FRIDAY, JAN. 25TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 25TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 25TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 23RD.
"EMPRESS OF JAPAN" SATURDAY, MAR. 25TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI via SWATOW	"KWONGSANG"	TUESDAY, 14th Dec, Noon.
SHANGHAI	"WINGSANG"	TUESDAY, 14th Dec, 4 P.M.
SHANGHAI	"WOSANG"	THURSDAY, 16th Dec, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 17th Dec, 4 P.M.
CHEFOO & WEIHAIWEI	"CHIEHSING"	TUESDAY, 21st Dec, 4 P.M.
SINGAPORE, SAMARANG & BAY	"FOOSHING"	TUESDAY, 21st Dec, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	SUNDAY, 26th Dec, Daylight.
SGAPORE, PENANG & CALCUTTA	"NAMSANG"	THURSDAY, 6th Jan., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutang*, *Namsang* and *Yokohama* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on the above Bills of Lading to Yangtze River, Cheoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

Telephone No. 61. Hongkong, 11th December, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, OBU & ILOILO	"SUNGKIANG"	14th Dec, Noon.
SHANGHAI & HAIPHONG	"TAMING"	14th " 3 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"YOHOW"	15th " 10 A.M.
SHANGHAI	"HUTCHOW"	15th " 4 P.M.
SHANGHAI	"CHENAN"	16th " 4 P.M.
MANILA	"ANHUI"	19th " Daylight.
SHANGHAI	"TEAN"	21st " 3 P.M.
SHANGHAI	"LIAN"	23rd " 4 P.M.
MANILA, ZAMBOANGA and USUAL	"CHIEHUA"	26th " Daylight.
AUSTRALIAN PORTS	"CHANGSHA"	10th Jan., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANOI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Linan*, *Chienan*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Telephone No. 56. Hongkong, 13th December, 1909.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
LAFIRO	8540	R. Rodger	MANILA	SATURDAY, 18th Dec, at Noon.
RUBA	8540	R. W. Almond	"	FRIDAY, 24th Dec, at 5 P.M.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

Telephone No. 10th December, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, MANZANILLO
and SALINA CRUZ (Mexico).

S.S. MANSHU MARU 5,000 tons gross Sail 19th Dec, 1909, at Daylight.

S.S. AMERICA MARU 6,000 " " 5th Feb., 1910, at Noon.

For particulars, apply to

N. YAMADA,

Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6th November, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	FRIDAY, 17th Dec., at Noon.
Do.	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., 1910, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOI and FOCHOOW	"BUJUN MARU" Capt. Y. Fuzsuo	WEDNESDAY, 15th Dec, at 8 A.M.
TAMSUI via SWATOW & AMOI.	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 19th Dec, at 10 A.M.
TAKAO and ANPING via SWATOW and AMOI.	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 22nd Dec, at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 13th December, 1909.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HIRANO MARU, Capt. H. Fraser TANGO MARU, Capt. A. Christiansen KAMO MARU, Capt. J. L. Sommer	Tons 9,000 { WEDNESDAY, 22nd Dec, at Daylight. Tons 8,000 { WEDNESDAY, 5th Jan., at Daylight. Tons 9,000 { WEDNESDAY, 19th Jan., at Daylight.

VICTORIA, B.C., & SEATTLE ("Isaba Maru" leaving Hongkong 8th Jan. due Kobe 13th Jan., connects) AWA MARU, Capt. A. Keib, Tons 6,500 { WED. DAY, 19th Jan., From YOKOHAMA.

VICTORIA, B.C., & SEATTLE ("Nikko Maru" leaving Hongkong 19th Jan. due Kobe 25th, & Yokohama 27th Jan., connects) SANUKI MARU, Capt. K. Homma, Tons 6,500 { SATURDAY, 29th Jan. From KOBE.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE KUMANO MARU, Capt. M. Winckler, Tons 6,000 { FRIDAY, 24th Dec, at Noon.
YAWATA MARU, Capt. T. Sekine, Tons 6,000 { FRIDAY, 21st Jan., at Noon.

NAGASAKI, KOBE and YOKOHAMA MISHIMA MARU, Capt. A. E. Moses, Tons 9,000 { THURSDAY, 16th Dec, 5 P.M.
YAWATA MARU, Capt. T. Sekine, Tons 5,000 { WEDNESDAY, 22nd Dec, at Noon.

KOBE and YOKOHAMA TAMBA MARU, Capt. C. H. Butler, Tons 6,500 { SATURDAY, 25th Dec, at Daylight.

MOJI, KOBE & YOKOHAMA AKI MARU, Capt. K. Saito, Tons 7,000 { WEDNESDAY, 24th Dec, A.M.

SHANGHAI, MOJI AND KOBE OREYON MARU, Capt. F. Pyne, Tons 6,000 { FRIDAY, 17th Dec, at Noon.

BOMBAY, via SINGAPORE (*BINGO MARU, Capt. G. C. Hurry, Tons 6,500 { THURSDAY, 16th Dec, at Noon.

* Fitted with new System of wireless telegraphy. * Cargo only. * Carries deck passengers. * Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KURUMOTO,

Manager.

Shipping—Steamer.

THE "SHIRE" LINE OF STEAMERS.
LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "OARMARTHENSHIRE" Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON £85

A Stewardess and fully qualified Doctor are carried.

N.B.—"Pembroke" calls at Marseilles.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 13th December, 1909.

[802]

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

STEAM FOR BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Lghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

Taking Cargo at through Rates to PERSIAN, GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA."

Captain Belsito, will be despatched as above on THURSDAY, the 16th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 11th December, 1909.

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THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE via MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Aymeric 4,363 J. Boyd 1909

Suevic 6,232 S. Shotton 22nd Dec. 1910

Oceanic 4,057 F. W. Davies 13th Jan. 1910

Kumar 6,232 J. Mathie 10th Feb. 1910

Aymeric 4,363 J. Boyd 7th April 1910

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO, LIMITED,

General Agents.

Queen's Buildings Hongkong, 7th December, 1909.

[10]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE"

Captain W. Barrett, will be despatched as above on or about 26th December.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Agents.

Hongkong, 30th November, 1909.

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CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"KWONG TUNG" Capt. H. W. Walker.

"KWONG SAI" Capt. E. S. Grove.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officerd by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 2, Queen's Road West.

Hongkong, 26th April, 1909.

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NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, TSINGTAU, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"BULOW."

Captain F. Prosch, will leave for the above places on WEDNESDAY, the 15th instant.

For further particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

General Agents.

Hongkong, 11th December, 1909.

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HONGKONG—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the MALABAR COAST).

S.S. "INDRAMAYO" { WEDNESDAY, 15th Dec.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 11th December, 1909.

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FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIN & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

ST CKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$50,000	\$2,007,810	Interim of £2 for account 1909 @ ex 1/98 = \$21.72	4 % \$597 sellers London £92
National Bank of China, Limited	99,925	7	60	\$4,000 \$5,000	\$30,552	\$2 (London 3/6) for 1909	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$254,581 \$202,791 \$181,000	none	\$10 for 1908	7 % \$150 sales
North China Insurance Company, Limited	10,000	15	65	Tls. 150,000 Tls. 202,747 Tls. 118,277 \$1,000,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 % Tls. 115 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000 \$294,405 \$199,204 \$1,000,000	\$2,464,901	Final of \$27 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 % \$890 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$294,405 \$199,204 \$1,000,000	\$7,762	\$12 and bonus \$3 for 1907	7 % \$225 sales
FIRE.							
China Fire Insurance Company,	70,000	\$100	\$20	\$1,000,000 \$430,008 \$138,322	\$375,341	\$6 and bonus \$2 for 1907	7 % \$118 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,431,172	\$368,711	\$27 for 1907	7 1/2 % \$375 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$230,000 \$100, 81	\$1,031	\$1 for 1906	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100, 81	NIL	\$1 for year ending 30.6.1908	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$672,500 \$119,207 \$22,645	\$21,170	Interim of \$14 for account 1909	7 1/2 % \$301 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	45 45	45	\$10,000 \$240,000 \$270,000	\$13,755	6/4 for 1907 on Preference shares only @ ex 1/9 11/16 = 33.154	\$60 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	\$270,000 \$100,000 \$165,000	\$61,817	Final of 1/2 for 1908 and interim of 1/4 for 1909	68/6 buyers
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$5 \$5	\$40,000 \$40,000	\$3,121	\$1.00 for year ending 10.4.1909	4 % 38 % \$36 buyers \$141
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$150,000 \$50,848	Dr. \$5,558	\$5 for year ending 31.12.08	3 1/2 % \$160 sellers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$15,801	\$3 for 1897	\$21 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6,102	Tls. 10 for year ending 31.8.9	Tls. 345 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$125,000 \$12,289	Dr. \$1,481	Final of 1/6 making 3/4 for 1909	7 % Tls. 19.30 sales
Raub Australian Gold Mining Company, Limited	150,000 50,000	1 1	18/10 1	\$4 7/8	Dr. \$2,191	No. 12 of 1/4 = 48 cents	\$74 sellers
DOCKS, WHARVES & GODOWNS.							
Farwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$14,986	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$550,000 \$20,806 \$40,000	\$20,102	None	\$614 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$221,000 \$88,442	\$345,162	Interim of \$14 for account 1909	\$52 sellers
Shanghai Dock and Engineering Co., Ltd.	57,700	Tls. 100	Tls. 100	Tls. 100,000	Tls. 6,361	Final of Tls. 21 for year ending 30.4.09	6 1/2 % Tls. 77 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 10	Tls. 100	Tls. 607,357 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 % Tls. 130 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 20.2.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	\$1,000	\$24,541	\$1.20 on old and 60 cents on first new issue	\$17 sellers
Hongkong Hotel Company, Limited	12,000	\$5	\$25	\$648,972	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$75 sales \$431 new b. \$102 buyers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$1	\$1	\$14,618	\$26,475	Interim of 3/4 for account 1909	6 1/2 % \$8 sales
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$250,000 \$222,172	\$5,486	60 cents for year ending 31.12.08	7 1/2 % \$30 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$278	\$14 for 1908	5 %
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,521,045 Tls. 300,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,068	Interim of \$2 for account 1909	8 1/2 % \$44 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 250,000 Tls. 40,098	Tls. 10,991	Tls. 11 for year ending 31.10.9	3 1/2 % Tls. 134 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	Tls. 40,098	\$9,553	50 cents for year ending 31.7.08	\$64 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 275,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.06	Tls. 75
L'au-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	none	Tls. 4,829	Tls. 4 for 1908	Tls. 105
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 11,172	Tls. 15,911	Tls. 5 for 1906	Tls. 440
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	\$648	15 % per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$40,000	NIL	\$1.20 for 1908	\$124
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.2.06	10 % \$6 buyers
China Provident Loan & Mortgage Company, Ltd.	175,000	\$10	\$1	none	\$61,138	80 cents for 1908	8 1/2 % \$91 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$700,000 \$1,000	\$1,407	\$1.70 for year ending 31.7.09	8 1/2 % \$161 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000	\$1,392	Interim of 35 cents for account 1909	10 % \$71 sa. and s. \$12
H. Price & Company, Limited	12,000	\$10	\$10	\$13,000 \$5,000	\$3,750	8 cents for year ending 31.12.08	8 %
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5195	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$20 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	none	\$7616	Interim of \$1 for account 1909	10 % \$124 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$150,000 \$20,000	\$8790	Interim of \$1 for account 1909	8 1/2 %
Maatichappi tot Molu, Bosch en Landbouwer plaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 6,924	Tls. 316,682	Third of quarterly of Tls. 214 for account 1909	6 % \$131
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	\$1,241	50 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$140
Peak Tramways Company (new)	50,000	\$10	\$10	\$20,000	Pa. 18,640	None	3 % \$91 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	None	3 %
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 75,000	Tls. 2,520	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 117 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	None	\$24 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$63	40 cents for year ending 31.5.09	\$2
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	7 % \$10 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$46,000	\$342	60 cents per ord. share for year ending 31.5.09	5 % \$12 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$300,000	\$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	6 1/2 % \$74 sellers
William Powell, Limited	15,000	\$7	\$7	\$5,000	\$782	None	3 % \$3 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/6	2/6	none	none	Interim of 12 1/2 % for account 1909	14/6 buyers
Balgonville Rubber Estate, Limited	20,000	\$10	\$10	none	none	20 % interim for 1909	7 1/2 sales
Camfield Rubber Estate, Limited	32,650	\$10	\$10	\$7,400	\$11,805	2/6 for 1909	50/6 buyers
Daman (Selangor) Rubber Co.	81,000	4/1	4/1	none	none	None	78/6 sales
Golconda Malay Rubber Co.	81,000	4/1	4/1	none	none	None	57/6 buyers
Highland & Lowland Para Rubber Co. (fully paid)	181,454	4/1	4/1	none	none	7 1/2 % interim for 1909	62/6 buyers
do. do. (contributory)	123,545	4/1	4/1	none	none	None	nominal
Kamuning (Perak) Rubber Tin & Co.	950,000	4/1	15/6	none	none	None	3/6
do. do. A shares	105,000	2/6	1/6	none	none	None	nominal
do. do. B shares	105,000	4/1	4/1	none	none	3 % for year ending 31.6.08	86/6 buyers
Kuala Lumpur Rubber Co., Limited	180,000	4/1	4/1	none	none	Interim of 40 %—9d. for account 1909	24/6 buyers
Linggi Plantations, Limited (ordinary)	900,000	4/1	4/1	none	none	7 % for year 1908	nominal
do. do. (7 1/2 pref.)	100,000	4/1	4/1	none	none	15 % for year ending 31.12.08	45/6 buyers
Regalia Rubber Company, Limited (ordinary)	21,500	\$10	\$10	\$4,000	none	None	21/6
do. do. (8 1/2 pref.)	2,500	\$10	\$10	none	none	Interim of 30 % for 1909	57/6 buyers
Ledbury Rubber Estate, Limited	6,000	\$10	\$10	none	none	None	19/6 sellers
Sagga Rubber Company, Limited	40,000	4/1	7/6	none	none	3 % for 1908	37/6 sellers
Sandcroft Rubber Company	20,000	4/1	4/1	none	none	None	55/6 buyers
Shakong Rubber Company, Limited	80,000	\$100	\$100	\$30,000	\$1,375	2 1/2 % interim for 1909	75/6 sales
Shelford Rubber Estate Limited	65,400	4/1	15/6	none	none	None	35/6 buyers
Singapore & Johore Rubber Company, Limited	2,500	4/1	4/1	none	none	None	75/6 sales
Sungei Choh Rubber Estate Company, Limited	45,000	\$100	\$100	none	none	None	75/6 sales
Sungei Kapar Rubber Company	110,000	4/1	4/1	none	none	None	75/6 sales

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Intimations

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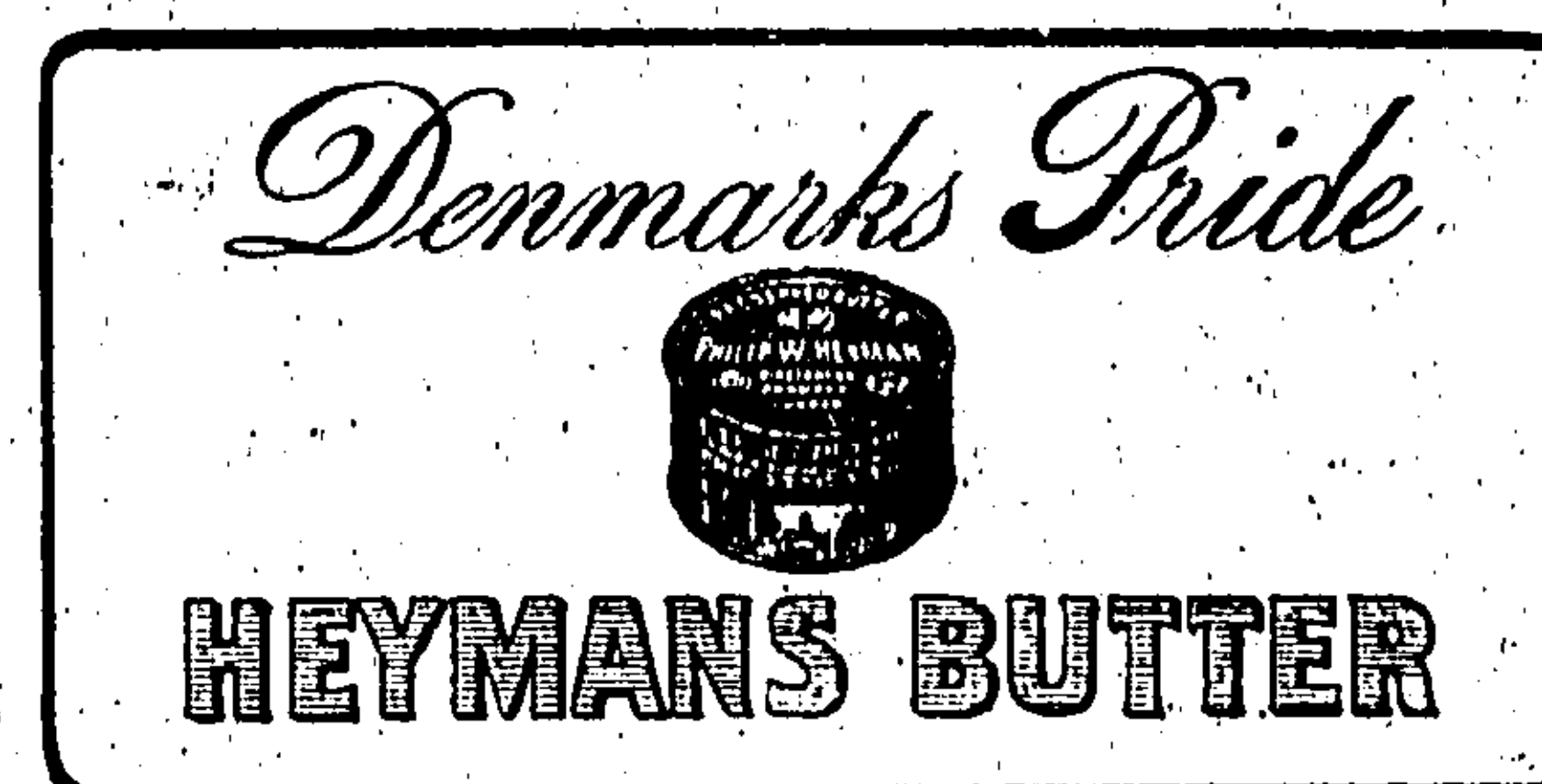
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Hongkong, 1st August, 1900.

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